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**LAND ADJACENT TO THE WHITE HART PH,
ROCHESTER ROAD, CUXTON, KENT**

AN ARCHAEOLOGICAL EVALUATION

Authors: Zbigniew Pozorski	
NGR: TQ 71185 66640	Report No: 4188
District: Medway	Site Code: AS 1542
Approved: Claire Halpin MIfA	Project No: 5012
Signed:	Date: November 2012

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ARCHAEOLOGICAL SOLUTIONS LTD

98-100 Fore Street, Hertford SG14 1AB
Tel 01992 558170

Unit 6, Brunel Business Court, Eastern Way,
Bury St Edmunds IP32 7AJ
Tel 01284 765210

e-mail info@ascontracts.co.uk
www.archaeologicalsolutions.co.uk



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OASIS SUMMARY SHEET

Project details			
Project name	<i>Land adjacent to The White Hart PH, Rochester Road, Cuxton, Kent</i>		
<p><i>In November 2012 Archaeological Solutions (AS) carried an archaeological evaluation at land adjacent to The White Hart PH, Rochester Road, Cuxton, Kent (NGR TQ 71185 66040). The evaluation was commissioned by Shepherd Neame and was undertaken as a pre-determination investigation prior to the submission of a planning application for the construction of two new dwellings.</i></p> <p><i>The site is situated in the south-eastern part of the village of Cuxton, Kent. The site had a potential for prehistoric and Romano-British archaeological remains. Such remains would relate to the site of Palaeolithic Axe Factory designated as Scheduled Monument and located just 60m to the south west, as well to the Roman burials found on the site of The White Hart PH and also to the south west of the site.</i></p> <p><i>In the event the evaluation revealed no archaeological features and finds. The geoarchaeological investigation revealed that deposits present within the evaluation trench are unrelated to the river terrace sediment in which the Palaeolithic handaxes have been found in the past.</i></p>			
Project dates (fieldwork)	06/11/2012		
Previous work (Y/N/?)	N	Future work (Y/N/?)	N
P. number	5012	Site code	AS 1542
Type of project	<i>An Archaeological Evaluation</i>		
Site status	<i>Near Scheduled Monument</i>		
Current land use	<i>Pub garden</i>		
Planned development	<i>Construction of two dwellings</i>		
Main features (+dates)	-		
Significant finds (+dates)	-		
Project location			
County/ District/ Parish	<i>Kent</i>	<i>Medway</i>	<i>Cuxton</i>
HER/ SMR for area	<i>Kent HER</i>		
Post code (if known)	<i>ME2 1AD</i>		
Area of site	<i>c. 1800 m²</i>		
NGR	<i>TQ 71185 66040</i>		
Height AOD (min/max)	<i>9m/16m</i>		
Project creators			
Brief issued by	<i>Kent CC</i>		
Project supervisor/s (PO)	<i>Zbigniew Pozorski</i>		
Funded by	<i>Shepherd Neame Ltd</i>		
Full title	<i>Land adjacent to The White Hart PH, Rochester Road, Cuxton, Kent. An Archaeological Evaluation</i>		
Authors	<i>Pozorski, Z.</i>		
Report no.	<i>4188</i>		
Date (of report)	<i>November 2012</i>		

LAND ADJACENT TO THE WHITE HART PH, ROCHESTER ROAD, CUXTON, KENT

AN ARCHAEOLOGICAL EVALUATION

SUMMARY

In November 2012 Archaeological Solutions (AS) carried an archaeological evaluation at land adjacent to The White Hart PH, Rochester Road, Cuxton, Kent (NGR TQ 71185 66040). The evaluation was commissioned by Shepherd Neame and was undertaken as a pre-determination investigation prior to the submission of a planning application for the construction of two new dwellings.

The site is situated in the south-eastern part of the village of Cuxton, Kent. The site had a potential for prehistoric and Romano-British archaeological remains. Such remains would relate to the site of Palaeolithic Axe Factory designated as Scheduled Monument and located just 60m to the south-west, and to the Roman burials found on the site of The White Hart PH and also to the south-west of the site.

In the event the evaluation revealed no archaeological features and finds. The geoarchaeological investigation revealed that deposits present within the evaluation trench are unrelated to the river terrace sediment in which the Palaeolithic handaxes have been found in the past.

1 INTRODUCTION

1.1 In November 2012 Archaeological Solutions (AS) carried an archaeological evaluation at land adjacent to The White Hart PH, Rochester Road, Cuxton, Kent (NGR TQ 71185 66040; Figs. 1 & 2). The evaluation was commissioned by Shepherd Neame and was undertaken as a pre-determination investigation prior to the submission of a planning application for the construction of two new dwellings.

1.2 The evaluation was undertaken in accordance with a specification prepared by Heritage Conservation Group of Kent County Council (HCG; dated 17/09/2012). The project conformed to the Institute for Archaeologists (IfA) *Code of Conduct and Standard and Guidance for Archaeological Field Evaluation* (revised 2008). It also adhered to the relevant sections of English Heritage (London Region) Archaeological Guidance Papers (AGPs) (revised 1998).

1.3 The evaluation aimed:

- to determine the location, date, extent, character, condition, significance and quality of any surviving remains liable to be threatened by the proposed development. In particular, it was important to establish the presence or absence of any Palaeolithic activity associated with the River Medway. It was also important to understand the level of truncation on the site and also to ascertain whether it will be possible to mitigate the development proposals to accommodate any surviving archaeological remains within the area of proposed redevelopment.
- to provide the identification of areas of archaeological potential within the site. It would also consider the site within the wider archaeological context. The likely extent, nature, condition and importance of the archaeology would be described. The context of the development proposal for the site would also to be examined. The evaluation would provide a predictive model of any archaeological remains likely to be present on the site as a whole, and include an assessment of their significance.

Planning policy context

1.4 The National Planning Policy Framework (NPPF 2012) states that those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are heritage assets. The NPPF aims to deliver sustainable development by ensuring that policies and decisions that concern the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. The NPPF requires applications to describe the significance of any heritage asset, including its setting that may be affected in proportion to the asset's importance and the potential impact of the proposal.

1.5 The NPPF aims to conserve England's heritage assets in a manner appropriate to their significance, with substantial harm to designated heritage assets (i.e. listed buildings, scheduled monuments) only permitted in exceptional circumstances when the public benefit of a proposal outweighs the conservation of the asset. The effect of proposals on non-designated heritage assets must be balanced against the scale of loss and significance of the asset, but non-designated heritage assets of demonstrably equivalent significance may be considered subject to the same policies as those that are designated. The NPPF states that opportunities to capture evidence from the historic environment, to record and advance the understanding of heritage assets and to make this publicly available is a requirement of development management. This opportunity should be taken in a manner proportionate to the significance of a heritage asset and to impact of the proposal, particularly where a heritage asset is to be lost.

2 DESCRIPTION OF THE SITE

2.1 Cuxton is a village located c. 1km to the south-west of the outskirts of Rochester, on the north-western bank of the River Medway. The site is situated in the south-eastern part of the village, on the eastern side of Rochester Road, close to the railway line and river. The site comprises a broadly rectangular plot of land adjacent to the south to The White Hart PH. It is bounded to the north-west by Rochester Road, to the south-east by properties on Hillcrest Drive and to the south-west by 9 Rochester Road. The site of the proposed development lies adjacent to the public house's beer garden and play area and on the edge of an area of tree-covered overgrown land at the southernmost edge of the public house's grounds.

3 TOPOGRAPHY, GEOLOGY AND SOILS

3.1 In the main the village of Cuxton lies on the lower slope of the north-western bank of the River Medway. The site is situated on the slope of the transition from the valley side to valley floor, with the western side at c. 16m AOD, sloping down to c. 9m AOD at the eastern side, with the River Medway passing 200m to the south-east.

3.2 The site is situated on a solid geology of Middle Chalk, comprising the Holywell Nodular Chalk and New Pit Chalk Formations (undifferentiated) (British Geological Survey (BGS) 1978). To the north the chalk is overlain by a drift geology of clay and silt Head Deposit, whilst to the south the chalk is overlain by River Terrace Deposits. Previous archaeological investigations in the area have shown that the exact extent of the River Terrace gravels is sometimes greater than shown on the BGS mapping.

3.3 Soils on the site are clayey soils of the Andover 1 association, described as shallow well drained calcareous silty soils over chalk on slopes and crests (Soil Survey of England and Wales 1983).

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Prehistoric

4.1 The site is situated within close proximity to a cluster of locations that have produced a substantial quantity of Palaeolithic flint tools and artefacts (HER TQ76 NW32, TQ76 NW49, TQ76 NW332, TQ76 NW343, TQ76 NW384, TQ76 NW885 & TQ76 NW429. These locations are on the Pleistocene terrace deposits that have been exposed or truncated c. 50-100m to the south-west of the site (to the north and south of Rochester Road) and include a Scheduled Ancient Monument at Cuxton Rectory (HER TQ76 NW385) c.60m to the south-west, which is believed to have been a Palaeolithic Axe Factory. The Palaeolithic flint technology from these sites

appears to be consistently Middle Acheulian, has included over 200 hand axes, approximately 900 other flint artefacts, and has been recovered from less than 2m below the surface within a bench cut into the natural chalk. The precise extent of the gravels that produced the Palaeolithic flint work has not been established, and numerous artefacts have been recovered beyond the extent of the Scheduled Ancient Monument. In addition to the Palaeolithic artefacts, a prehistoric trackway is also postulated to follow the approximate course of Rochester Road, parallel to the river and passing the north-western side of the site. Excavations for the Channel Tunnel Rail Link recorded a series of hollow ways along this route, but precise dating within the prehistoric period remains uncertain.

Romano-British

4.2 The site is located c. 300m to the north-east of the remains of a Roman wall discovered in the churchyard (HER TQ76 NW45), possibly representing a Roman villa, while numerous examples of Roman funerary evidence have also been recorded in the vicinity. The closest confirmed inhumation (HER TQ76 NW50) comprises a 2nd century AD, decapitated female burial with associated pottery vessels and possibly other disturbed skeletons. Complete pottery vessels, including 2nd century AD Samian ware (HER TQ76 NW51) were recorded beneath the existing White Hart PH and may represent further burials, while other inhumations have been recorded c.250m to the north-west and south-west respectively (HER TQ76 NW118 & TQ76 NW45). Metal-detectors have also recovered a consistent scatter of Roman artefacts from the area of the site including coins (i.e. HER MKE71385), a seal box (HER MKE71568) and key (HER MKE71572).

Saxon and Medieval

4.3 Two isolated Saxon burials (HER TQ76 NW43 & TQ76 NW139) were located on the outskirts of Cuxton or Cuckelstane (in Old English) in the 19th century. However with the exception of the medieval parish church (HER TQ76 NW571) and the 15th century White Hart House (HER TQ76 NW570), medieval archaeological remains are limited to copper alloy coins, pendants and buckles recovered by metal detector and recorded as part of the Portable Antiquities Scheme, almost entirely to the north of the village.

Post-medieval

4.4 The post-medieval village and local landscape were dominated by the often improved River Medway (HER TQ65 NE307), with the principal house in the village comprising the 16th century Whorns Place c.350m to the south-west (HER TQ76 686 & TQ76 NW578). The village was much altered in the 19th century by the development of brickworks (HER TQ76 NW423) and cement works (HER TQ76 NW296 & TQ76 NW424) around the village, and the arrival of the railways in the mid 19th century (HER TQ85 SE300 & TQ76 NW248). In the latter half of the 20th century, the River Medway to the north-east of the village became the resting place for a large number of marine wrecks, in particular spiritsail barges.

5 METHODOLOGY

5.1 One trench was excavated using a mechanical 360° excavator fitted with a toothless ditching bucket (Fig. 2). The trench was located within the area of planned development although it had to be reduced from the proposed 25 x 2m to 20 x 2m due to uneven ground and a sharp slope present in the eastern part of the site. Two test pits were also excavated in both ends of the trench for the geoarchaeological investigation, which was undertaken by Dr Simon Lewis (Appendix 2).

5.2 Topsoil and undifferentiated overburden were mechanically excavated under close archaeological supervision. Exposed surfaces were cleaned by hand and examined for archaeological features. Deposits were recorded using *pro forma* recording sheets, drawn to scale, and photographed as appropriate. Excavated spoil was searched for finds and the trenches were scanned by a metal detector.

6 DESCRIPTION OF RESULTS

6.1 The measurements of deposits present within the test pits are included in sample sections presented below. Detailed description of the pits and deposits present can be found in the specialist report (Appendix 2).

Trench 1 (Figs. 2-3, DP 1-3)

<i>Sample section 1A (DP 4): west end, north-north-east facing</i> <i>0.00 = 9.47m AOD</i>		
0.00 – 0.35m	L1000	Topsoil. Dark grey, soft, loam with occasional small stones.
0.35 – 2.20m	L1001	Slope deposit. Dark yellowish brown, compact, silty clay with frequent stones, moderate flints and occasional chalk clasts.
2.20m +	L1002	Natural white, compact, chalk.

<i>Sample section 1B (DP 5): east end, north-north-east facing</i> <i>0.00 = 10.70m AOD</i>		
0.00 – 0.18m	L1000	Topsoil. As above.
0.18m +	L1002	Natural chalk. As above.

Description: Within Section 1A L1001 was initially recorded between 0.35 and 0.45m below ground level. Its full depth was recorded after Test Pit 2 had been excavated. At c.1.50m below ground level L1001 became more compact and stony.

7 CONFIDENCE RATING

7.1 It is not felt that any factors inhibited the recognition of archaeological features or finds.

8 DEPOSIT MODEL

8.1 The site was commonly overlain by Topsoil L1000, a dark, grey, soft, loam with occasional small stones (0.18 – 0.35m thick). In the eastern end of Trench 1 the topsoil overlay natural chalk (L1002); however, in the majority of the trench a deposit of dark yellowish brown, compact, silty clay (L1001) was present. In the western end of Trench 1 L1001 was 1.85 – 1.90m thick; below L1001 was the chalk.

9 DISCUSSION

9.1 The site had a potential for archaeological remains, in particular for prehistoric and Romano-British archaeology. Such remains would relate to the site of Palaeolithic Axe Factory, designated as Scheduled Monument and located just 60m to the south-west, as well to the Roman burials found on the site of The White Hart PH and also to the south-west of the site.

9.2 In the event no archaeological features or finds were revealed. No indication of any previous development of the site was identified. The substantial deposit (L1001) which may have contained prehistoric remains was identified as slope deposit. The geoarchaeological investigations revealed that this deposit is unrelated to the river terrace sediment in which the Palaeolithic handaxes have been found nearby (Appendix 2). Therefore the site has low potential for archaeological remains to be present.

10 DEPOSITION OF THE ARCHIVE

10.1 Archive records, with an inventory, will be deposited with any donated finds from the site at the local museum (Maidstone). The archive will be quantified, ordered, indexed, cross-referenced and checked for internal consistency.

ACKNOWLEDGEMENTS

Archaeological Solutions would like to thank Shepherd Neame Ltd for commissioning the project, and Mr Simon Milliken of Milliken & Co Chartered Surveyors for his assistance.

AS would also like to acknowledge the input and advice of Mr Ben Found of Kent County Council.

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APPENDIX 1 HISTORIC ENVIRONMENT RECORD DATA (HER)

The following sites are those that lie within a 1km radius of the site. The table has been compiled from data held by the Kent Historic Environment Record (KHER).

HER No	NGR SP	Description
Prehistoric		
<i>Palaeolithic</i>		
TQ 76 NW 332	TQ 70960 66395 (point)	Acheulian handaxe, Rochester Road, Cuxton. Acheulian hand axe found next to the rear of the property by the owner around 1990/91. The find was identified by Rochester Museum and returned to the householder. Location of find unclear. The findspot is close to other Palaeolithic sites in Cuxton (TQ 76 NW 49)(1). According to report find was made in July 1989. The biface is made from mid-grey nodular flint. It is an un-abraded and undamaged state and has virtually no patina
TQ 76 NW 343	TQ 7098 6640 (point)	Acheulian biface tool, Rochester Road, Cuxton. A biface stone tool was found in a spoil heap of material removed during the construction of a patio. The biface was made from mid-grey nodular flint. It showed evidence of a removal from the distal end, similar in appearance to a tranchet retouch, which may be later damage. The present whereabouts of the artefact is uncertain.
TQ 76 NW 49	Centred TQ 7107 6655	Mid-Acheulian open site, Cuxton Rectory, Cuxton. Four Palaeolithic celts were found within two or three metres of each other in the late 19th/early 20th century. These handaxes were classified by Rochester Museum as Abbevillian. Excavations in late 1962 revealed a Middle Acheulian industry. Over 200 handaxes with numerous flake tools and a considerable quantity of waste flakes were found within a small area. Thought to now be in the British Museum where they were on display.
TQ 76 NW 49	TQ 7107 6654	A fine Palaeolithic celt, the fourth to be found within two or three yards of the same spot during the last seven years, was discovered [c.1900/1] about 18 inches beneath the carriage-drive, a few feet from the entrance gate of the Rectory at Cuxton. (1) These hand-axes were seen in Rochester Museum where they were classified as Abbevillian. (2) Excavation since October 1962, in the garden of Cuxton Rectory, has revealed a Middle Acheulian industry on a bench cut in the chalk at about 55 ft. O.D. Over 200 handaxes with numerous flake tools and a considerable quantity of waste flakes were found within an area of 86 sq.ft., not more than 6 ft. from the surface. A display has been mounted in the British Museum.
TQ 76 NW 429	TQ 7112 6654 (point)	Lower / middle palaeolithic finds. Investigator : Swain, E.R. Unnamed but probably from the Rectory Gardens and 15 Rochester Road, Medway Valley Palaeolithic Project source/event record
TQ 76 NW 428	TQ 7112 6654 (point)	A very large number of lower / middle Palaeolithic flints have been found at 15 Rochester Road over a period of years. Previous Notes: A fine Palaeolithic celt, the fourth to be found within two or three yards of the same spot during the last seven years, was discovered [c.1900/1] about 18 inches beneath the carriage-drive, a few feet from the entrance gate of the Rectory at Cuxton (1). These hand-axes were seen in Rochester Museum where they were classified as Abbevillian (2). Excavation since

		October 1962, in the garden of Cuxton Rectory, has revealed a Middle Acheulian industry on a bench cut in the chalk at about 55 ft. O.D. Over 200 handaxes with numerous flake tools and a considerable quantity of waste flakes were found within an area of 86 sq.ft., not more than 6 ft. from the surface. A display has been mounted in the British Museum. (3) TQ 7107 6654: site of 1962 excavations (4). Report of excavations (5). Additional bibliography. (6-10) New record notes August 2006: Palaeolithic site. 18 Handaxes, 8 cores and 278 pieces of debitage. TQ 76 NW 49 Split August 2006 - now TQ 76 NW 383, 384 & 385 as per Southern Rivers Project/Francis Wenban Smith Assessment [13]. Lower / middle palaeolithic finds. Investigator : John Cruse (Cogger collection)
TQ 76 NW 385	TQ 7106 6654 (point)	A Palaeolithic site identified during The Southern Rivers Palaeolithic Project by Wessex Archaeology. The finds at Cuxton Rectory included 218 Handaxes, 12 cores and 507 pieces of debitage. Identified as a key site by Francis Wenban Smith Previous Notes: A fine Palaeolithic celt, the fourth to be found within two or three yards of the same spot during the last seven years, was discovered [c.1900/1] about 18 inches beneath the carriage-drive, a few feet from the entrance gate of the Rectory at Cuxton (1). These hand-axes were seen in Rochester Museum where they were classified as Abbevillian (2). Excavation since October 1962, in the garden of Cuxton Rectory, has revealed a Middle Acheulian industry on a bench cut in the chalk at about 55 ft. O.D. Over 200 handaxes with numerous flake tools and a considerable quantity of waste flakes were found within an area of 86 sq.ft., not more than 6 ft. from the surface. A display has been mounted in the British Museum. (3) TQ 7107 6654: site of 1962 excavations (4). Report of excavations (5). Additional bibliography. (6-10) New record notes August 2006: Palaeolithic site. 218 Handaxes, 12 cores and 507 pieces of debitage found at Cuxton Rectory. Identified as a key site by Francis Wenban Smith. Record TQ 76 NW 49 Split August 2006 - now TQ 76 NW 383, 384 & 385 as per Southern Rivers Project/Francis Wenban Smith Assessment. Material in the bedded gravel at two levels with no handaxes in the lower one and a small quantity of paleoliths in the sandy loam above [13].
TQ 76 NW 384	TQ 7109 6652 (point)	A Palaeolithic site identified during The Southern Rivers Palaeolithic Project. The finds at Cuxton Rectory included 24 Handaxes and 100 pieces of debitage (See also TQ 76 NW 49). Previous Notes: A fine Palaeolithic celt, the fourth to be found within two or three yards of the same spot during the last seven years, was discovered [c.1900/1] about 18 inches beneath the carriage-drive, a few feet from the entrance gate of the Rectory at Cuxton (1). These hand-axes were seen in Rochester Museum where they were classified as Abbevillian (2). Excavation since October 1962, in the garden of Cuxton Rectory, has revealed a Middle Acheulian industry on a bench cut in the chalk at about 55 ft. O.D. Over 200 handaxes with numerous flake tools and a considerable quantity of waste flakes were found within an area of 86 sq.ft., not more than 6 ft. from the surface. A display has been mounted in the British Museum. (3) TQ 7107 6654: site of 1962 excavations (4). Report of excavations (5). Additional bibliography. (6-10) New record notes August 2006: Palaeolithic site. 24 Handaxes and 100 pieces of debitage. Record TQ 76 NW 49 Split August 2006 - now TQ 76 NW 383, 384 & 385 as per Southern Rivers Project/Francis Wenban Smith Assessment [13].
Neolithic-Iron Age		
MKE715 60	TQ 71210 67580 (point)	Portable Antiquities Scheme find - Neolithic flint arrowhead
TQ 55 SE 124	Centred TQ 5584 5331	Prehistoric trackway following the ridge of the North Downs escarpment. For much of its course it is followed by a parallel trackway at the foot of the scarp, traditionally associated with a pilgrim route to Canterbury. During the CTRL excavations, a section was cut across the trackway between the White Horse Stone site and the Pilgrim's Way site. This found three separate hollow-ways at the site below the location of the modern track, with evidence of disuse between each phase. The first phase was c. 4m wide with sides 0.85m deep, with a layer of flint in the bottom, and on a SENW alignment. The second phase was c. 6m wide with two layers of flint in the bottom, and on the same alignment as the

		modern trackway. The third phase c. 9m wide with four layers of flints. The modern trackway seems to be a continuation of the third hollow-way.
TQ 76 NW 92	TQ 718 666 (point)	Two Iron Age coins were found in 1983 on the Wopuldham Marshes near Borstal. The first was a potin coin whilst the second coin was either a Cunobelin bronze or a coin of Dubnovellaunus in Kent.
MKE719 02	TQ 71800 66600 (point)	Portable Antiquities Scheme find – Iron Age copper alloy coin
MKE719 03	TQ 71800 66600 (point)	Portable Antiquities Scheme find – Iron Age copper alloy coin
Roman		
TQ 76 NW 45	TQ 7052 6606 (point)	Inhumation burial of uncertain date, Bores Hall, Halling Monument. A inhumation burial containing a skeleton and fragments of two vessels of Upchurch ware were previously found a few yards west of the Pilgrim's Way, in a disused chalk quarry near Halling. One of the vessels had five circular indentations round the bulge. The grave was initially thought to date to the Romano-British period although this is now uncertain.
TQ 76 NW 48	TQ 7098 6648 (point)	The remains of a Roman wall were found by workmen in A.D. in the late 19th century. At the time it was thought that this wall was part of a larger Roman building. The remains of a roman villa were also reported during the cutting of a grave. Further Roman building materials have been reported at various times. In 1959 during work to dig graves to the north east of the church several Roman bricks were found. These also appeared to be part of a wall. Excavation on this 'wall' in 1963 found nothing but a natural outcrop of chalk containing a thin layer of gravel. No further evidence of a Roman building has been reported.
TQ 76 NW 50	TQ 7112 6655 (point)	Roman burial, near Wayside, Cuxton. Two small urns of coarse pottery and quantities of Roman potsherds were found by the owner in the garden of his bungalow on Church Hill, Cuxton. Dated to 2nd Century . (1) These finds were made in 1951 in a shallow trench in the garden of "Wayside", Church Hill, Cuxton. The exact find spot at TQ 7112 6655 was pointed out by the wife of the finder (now deceased). The two urns (Upchurch or Higham black ware) are held by the finders wife. Both are complete but one is broken. The potsherds have been lost. A buckle, possibly bronze, was apparently found soon after the main find but this also has been lost. (1) A female skeleton was uncovered in 1962, in an excavation at the top of the road cutting, just outside the front garden of "Wayside". Mr. Martin had presumably destroyed the feet when he dug the trench from which he recovered the pots. The corpse had been decapitated and the head placed between the knees with the pots presumably at the feet. The smaller of the two pots was described as being of the same general form as Camulodunum 214/5 or Richborough 217 and dating to the second half of the first century AD, not the 2nd century. A small skull fragment of a second individual was found in the grave filling. An earlier report (a) of a skeleton found 'on the hill near the church' (and later reburied in the churchyard) suggests the possibility of a regular cemetery. The site at the "White Hart", 150 yards away, may be connected
TQ 76 NW 51	TQ 7118 6668 (point)	In excavating the foundations of the White Hart Inn, Cuxton, workmen brought to light recently [1860] a deposit of Roman vessels, many of which are of red lustrous ware, probably belonging to a sepulchral interment. One cup has the potter's name MATERNVS stamped on the bottom. The vessels were sent to Cobham Hall. (2) The present whereabouts of the finds was not ascertained; they are not in the possession of Lord Darnley nor are they at Cobham Hall, now in the hands of the M.O.W.
TQ 76 NW 55	TQ 7176 6710 (point)	A Romano-British coin was found in a pond near Cuxton Brickfields, half a mile north-east of Cuxton Station. The coin was identified as a first brass of Lucius Verus dating it to the period of his joint reign with Marcus Aurelius, AD 161-169.
TQ 76 NW 118	TQ 7100 6679 (point)	A Romano-British inhumation burial with a decapitated skeleton, was reportedly found in Cuxton. This burial is recorded in the British Archaeological Reports Series 24, 'A Corpus of Religious Material from the Civilian Areas of Roman Britain', published in 1976 and by M.J. Green. The exact provenance of the find or any further information about

		its discovery are unknown.
MKE713 85	TQ 71400 66700 (point)	Portable Antiquities Scheme find - Roman copper alloy coin. Date: from Circa 306 AD (Certain) to 337 AD, Ruler: Constantine I (Probably), Denomination: Nummus (AE 1 - AE 4), Mint: London (Londinium) (Probably)
MKE713 85	TQ 70400 66400 (point)	Portable Antiquities Scheme find - Roman copper alloy coin. Date: from Circa 77 AD (Certain) to Circa 78 AD (Certain), Ruler: Vespasian (Certain) Denomination: Dupondius, Mint: Lyon (Lugdunum)
MKE715 67	TQ 71220 67610 (point)	Portable Antiquities Scheme find - Roman copper alloy coin. Denomination: Sestertius
MKE715 68	TQ 71060 67550 (point)	Portable Antiquities Scheme find - Roman copper alloy box. Copper alloy circular lid, probably from a seal box.
MKE715 72	TQ 71150 67620 (point)	Portable Antiquities Scheme find - Roman copper alloy key (locking)
MKE715 73	TQ 71020 67550 (point)	Portable Antiquities Scheme find - Roman copper alloy coin
Anglo-Saxon		
TQ 76 NW 43	TQ 71 67 (point)	An early medieval (Saxon) grave was found in 1859 during work to cut the railway between Strood and Cuxton. A rich assemblage of grave goods were found in the burial including a spearhead and ferrule, a knife, a bronze buckle, a shield boss, an urn of Kentish type and an angon. These artefacts are now in the British Museum and the bones are in the Royal College of Surgeons.
TQ 76 NW 139	TQ 720 672 (point)	Early-medieval burial found in c.1859. Archaeologia Cantiana records '...Saxon remains..dug up midway between the Temple Farm and Cuxton' Reportedly the find included that of a Frankish 'angon', the first to be found in a grave in this country. (2) A summary of desk based assessment and walkover survey took place in 1994 for the widening of Junctions 1-4 of the M2. An Anglo-Saxon skeleton was found in the 19th century, most likely due to the construction of the lower railway line. During the walkover survey it was mentioned no archaeological features are discernible now.
Medieval		
TQ 76 NW 571	TQ 7095 6645 (point)	Parish Church. C12, C13, C15, restored 1863-68 by Mr. Stump. Flint with tufa quoins, much of it reused Roman material. West tower, nave with north porch and south chapel, chancel. Unbuttressed C15 west tower. 3-bay nave with south aisle of 1863-68. Chancel with one Norman window to north with splayed jambs. Interior: 3-bay south arcade on round piers. Chancel arch widened in C15. Wide arch to south to the rood stair. Perpendicular rood-screen reset in tower arch. Wallpainting: C13 leaf on splays of former window. Bench with poppyhead decoration in porch. Choir-stalls with linen-fold panels. Monument to Ann Harley, d. 1603. Wall monument with Corinthian columns, obelisks and top achievement enclosing panel.
MKE666 70	TQ 71500 67300 (point)	Portable Antiquities Scheme find - Medieval copper alloy pendant. Two part pendant. Quatrefoil with central perforation suspended in quaterdoil frame. Suspension loop at apex has a forward projecting knop. Some gilding remains.
TQ 76 NW 570	TQ 7113 6683 (point)	White Hart House – II House. Early C15. Timberframed and partly exposed with painted plaster infilling. Hipped plain tiled roof with ridge stack. 2 storeys with jettied ends. Irregular fenestration of casement windows. Interior: The plan of the former Wealden apparent inside with former 1½ bay open hall. Massive tie beam with crown post, cruciform with 4 braces. 4-centred doorway in north- east corner of hall. Moulded and brattished beams to both end of hall.
MKE714 45	TQ 71000 67000 (point)	Portable Antiquities Scheme find - Medieval seal matrix. Cast in lead this flat circular matrix is a personal seal for William Bonere, with the legend WILLIBONEBE surrounding an eight petalled flower. The reverse of the matrix is decorated with a sheold shaped motif with a cross below. There is an uncertain motif to either side. It has a diameter of 25mm.
MKE715 61	TQ 71230 67590 (point)	Portable Antiquities Scheme find - Medieval copper alloy buckle. Double looped cast copper alloy 'spectacle' buckle.
MKE715 62	TQ 71230 67570 (point)	Portable Antiquities Scheme find - Medieval copper alloy buckle. Cast copper alloy D-shaped buckle loop

MKE715 65	TQ 71100 67570 (point)	Portable Antiquities Scheme find - Medieval copper alloy stirrup. Copper alloy enamelled stirrup stud.
MKE715 66	TQ 71250 67560 (point)	Portable Antiquities Scheme find - Medieval copper alloy belt. Cast copper alloy snake form belt hook.
MKE715 79	TQ 71000 67000 (point)	Portable Antiquities Scheme find - Medieval copper alloy buckle. Cast copper alloy oval buckle and rectangular plate, gilded.
MKE715 90	TQ 70940 67540 (point)	Portable Antiquities Scheme find - Medieval silver coin. Henry VI of England (first reign) 1422 AD to 1471 AD, Half groat, Mint: Calais
Post-medieval		
TQ 65 NE 307	Centred TQ 6673 5861	The Medway was improved by Navigation Acts of 1664, 1740, 1792, 1802 and 1824. Connecting Tonbridge to the Thames at Sheerness, there are 10 locks between Tonbridge and Allington Lock, below which the river is tidal. Below Allington, river craft up to 180 feet long with a beam of 20 feet could be accommodated. Above Allington Lock, the maximum craft dimensions were 80 feet long by 18 feet 6 inches. From 1571 to 1626 a series of Commissions of Sewers were appointed by the King. These kept the river clear for drainage purposes but permitted some navigation. Commissions for navigation were appointed in 1627 and 1664, that of 1627 permitting small barges to reach Yalding by 1630. That of 1664 failed to undertake any works. The Act of 1740 permitted real navigation of the upper river and 14 locks were built. These were variously maintained or disused throughout the 19th and 20th centuries.
TQ 76 NW 578	TQ 7064 6609 (point)	Gateway to Whorns Place and cart-shed GV II Gateway. C16. Red brick, laid in English bond. 4-centred arched gateway in moulded brick with short abutments and rebut along road, concealing lean-to C18 cart-shed. 5 bays. Oak posts with short braces to plate carrying hipped plain tiled roof.
TQ 76 NW 686	TQ 7066 6612 (point)	Whorns Place GV II Granary to former house, now demolished; now house. Early C17 for Sir John Leveson. Red brick in English bond, part painted. Tiled gabled roof. 2 storeys and attic. 3 casements to east and staircase projection. Small brick porch on west with crow-stepped gable over with stone cartouche containing arms of Sir John Leveson. This building straddles the boundary with Halling Parish.
TQ 76 NW 506	TQ 7172 6589 (point)	Ring's Hill Farmhouse 23.8.74 GV II Farmhouse. Mid C18. Cement render on brick, replacement late C20 concrete plain tile roof. 2 storeys, 3 bays, double pile plan under single hipped roof, formerly 'M' profile roof. Entrance front has 2 ground and 2 first floor tripartite plate glass sash windows in horned frames. Central blank window with stucco moulded surround to first floor only. Central painted rusticated pilaster doorcase. 4 panel c.1900 door. Tall brick eaves stacks, 2 on north return, one on south. 3 bay returns, with sash windows with glazing bars on north side. Rear Flemish board red brick with one ground and 3 first floor arched windows, central 6 panel raised and fielded door. First floor and parapet plat band. Interior: chamfered beams with stops to ground floor. 6 panel raised and fielded doors at ground floor, 2 panel at first floor. Early C19 reeded paterae fireplaces at first floor. Dogleg staircase with stick balusters, turned newels, swans neck, rail at angles, opening into open well type at attic.
TQ 76 NW 452	TQ 7170 6588 (point)	Barn 10 metres south west of King's Hill Farmhouse GV II Single-aisled Barn. C18, timber framed, weatherboarded. C20 replacement tile roof to north. Kent tile survival to south. Half hipped roof with south outshot cart doors under gabled hood to north. 5 bays, aisled on south south side. Queen-post truss roof with pairs of straight braces from main posts to main truss. Framed walls with mid-rails and braces. Through purlin, ridgeless roof.
TQ 76 NW 423	TQ 71812 67116 (point)	Site of the Cuxton brickfield operated from 1800 on land belonging to the Darnley estate, largely to the west of an adjacent barge dock, a site later bisected by the railway. In accordance with the leases brick earth was stripped and top soil replaced to facilitate cultivation. There was no fixed plant employed (such as kilns) as clamp burning was employed, and all equipment was moveable. The only trace is that the ground levels are slightly lower than might be expected.
TQ 76 NW 296	TQ 7065 6611 (point)	Halling works, Whornes Place, Halling Monument. A Cement works was established by Boorman, Wild & Co. in the 1850's. It was later

		operated by T & W Weekes which became Trechman, Weekes & Co. in the later 19th century. The works was expanded in 1876 when four or five kilns, a drying flat and engine house were added. Three or four more kilns were added in 1895.
TQ 85 SE 300	Centred TQ 8710 5497	Also known as the Chatham Line. In 1853 the East Kent Railway Company was inaugurated and authorised to build an extension from the North Kent Line at Strood to Canterbury, with an extension to Faversham Quay, and another branch to join the South Eastern at Chilham, (the latter was never made). The Chatham - Faversham section was opened in January 1858, and extended to Strood across the new Medway Bridge in March. The Faversham Goods Quay branch opened in 1860. The line was single and operated 6 small Hawthorn class locomotives. In 1855 the company won approval to extend to Dover via Shepherds Well, which was opened in 1861, and in 1858 won further approval to create a new line between Strood and London via St Mary's Cray. Thence, via the Mid Kent Line, and the West of London and Crystal Palace Line, it terminated at Victoria.
TQ 76 SW 442	Centred TQ 7296 6239	The Maidstone - Paddock Wood Branch line was extended down the Medway to link up with the North Kent Line at Strood, and was opened in 1856.
TQ 76 NW 248	TQ 71428 66741 (point)	Cuxton railway station opened in 1856 and was the smallest of three Tudor style stations built by the South East Railway company. The building was a brick built single storey structure with a two storey residence attached with detailing including decorative tiling and high octagonal chimneys. A single line goods yard was later laid out on the north side of the line. This closed in 1961.
TQ 76 NW 394	TQ 71756 66280 (point)	Tramway embankment running from a bridge under Wouldham Road to an old wharf on the Medway. Brick built bridge under Wouldham Road, earth embankment to Medway where there is marked an indented wharf at the bank of the Medway. (1) Ordnance Survey 1st to 4th editions.
TQ 76 NW 398	TQ 70788 65862 (point)	Wooden wharf and associated tramway sidings. A wooden structure with tramway sidings is the site of a wharf which was built to serve Wouldham Rectory Quarry. Initially the tramways carried chalk to the wharf. Later, a cast iron pipe was used to pump slurry to the wharf.
TQ 76 NW 399	TQ 70918 65946 (point)	In Wouldham there is a wharf associated with Starkey Castle Farm. No further information is available.
TQ 76 NW 424	TQ 71930 67115 (point)	Site of a cement works set up in 1885 with 6 static kilns as Medway Portland Cement Company Limited. The site was to the east of Cuxton Brickfield and at the head of the adjacent barge dock. The site also contained 2 cottages. A small chalk pit was located to the NW (infilled?). Bankrupt in 1891, the works were operated by Booth's of Borstal who transferred cement from Borstal for onward distribution by rail. Taken over by APCM in 1901, the cement works were closed but the site used for distribution for some years. Workers housing remains at the site, but the works were demolished.
TQ 76 NW 756	TQ 70960 66700 (point)	Cuxton Chapel was built in 1897 as a Mission Hall. It later became a Congregational Chapel. In 2000 it was dismantled and relocated to the Museum of Kent Life. During demolition, builders found several hidden objects under the doorway, including a child's boot.
TQ 76 NW 721	TQ 7166 6576 (point)	A post-medieval boundary stone on the edge of field 9161 identified during a Historic Environment Assessment (1). Marked on the modern 10,000 Ordnance Survey map, though 25m from the point indicated by the survey.
MKE715 53	TQ 71000 67000 (point)	Portable Antiquities Scheme find - Post Medieval copper alloy bell
MKE715 84	TQ 71000 67000 (point)	Portable Antiquities Scheme find - Post Medieval copper alloy token
Modern		
TQ 76 NW 390	TQ 71148 66715 (point)	Three shallow features with associated finds of post modern (?) date. Three shallow features of uncertain function found. In one of these was found some clay pipe, abraded brick and peg tile fragments (which are of 'relatively modern date') which indicate a 'relatively recent deposition'
TQ 76 NW 414	TQ 71347 66601 (point)	Factory buildings on a site originally used as a small cattle cake factory c1900 by the firm of Mackey (previously of Gillingham) which was burnt down in 1914. Rebuilt this was occupied by Rochester Toffee Co. c1923

		and British Besto and Basket Co. Ltd. until 1971 making fruit baskets. The range of buildings survives currently sub-divided between a variety of users.
TQ 76 NW 713	TQ 7061 6607 (point)	Communal air raid shelter, Built within existing tunnel under Cuxton Road.
TQ 76 NW 712	TQ 7062 6607 (point)	Possible civil defence equipment store. Double garaged type structure built from reclaimed materials.
<i>Wrecks</i>		
TQ 76 NW 170	TQ 7143 6693 (point)	ALICE, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 76590 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. ALICE was built at Rochester by Highams in 1877. She was owned successively by Stillwell, Peters, Wouldham, and A.P.C.M. She is noted as being a stumpy and as a hulk at Whorns Place
TQ 76 NW 171	TQ 7143 6693 (point)	GRAPHIC, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 74807 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. GRAPHIC was built at Rochester in 1870. She was owned successively by Smith and Lee. She is noted as buried but with remains visible in 1986. Date reported as buried taken as date of loss.
TQ 76 NW 172	TQ 7143 6693 (point)	TELEGRAPH, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 58470 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. TELEGRAPH was built at Aylesford in 1868. She was owned successively by Smith and Lee. She is noted as buried but with remains visible in 1986. Date reported buried taken as date of loss.
TQ 76 NW 173	TQ 7143 6693 (point)	MARJORIE, ENGLISH SPRITSAIL BARGE. Registration No. HARWICH 109887 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. MARJORIE was built at Harwich by Cann in 1899. She was owned successively by Horlock and Sully in 1936. She is noted as receiving a motor in 1947. Subsequently used as a yacht and then as a house barge.
TQ 76 NW 174	TQ 7143 6693 (point)	SAVOY, ENGLISH SPRITSAIL BARGE. Registration No: DOVER 105555 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. SAVOY was built at Rochester in 1898. She was owned successively by Crundall and Daniels.. She is noted as being run down in 1961 and then as a house barge.
TQ 76 NW 175	TQ 7143 6693 (point)	ALBION, ENGLISH SPRITSAIL BARGE. Registration No. MALDON 50453 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. ALBION was built at Sittingbourne in 1864. She was owned successively by Keeble, Thom and Burkhill. She is noted as being laid up in 1935, as a house barge and then as being burnt out 11-JAN-1958. Date reported as laid up taken for date of loss.
TQ 76 NW 176	TQ 7143 6693 (point)	CETUS, ENGLISH SPRITSAIL BARGE. Registration No. LONDON 115814 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. CETUS was built at Grays in 1902. She was owned by Goldsmith. She is noted as a barge yacht in 1947, then as a house barge at Chiswick and then Otterham, and finally as derelict.
TQ 76 NW 177	TQ 7143 6693 (point)	CLARA, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 58522 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. CLARA was built at Rochester in 1870. She was owned successively by Brooks and the L.R.T.C.. She is noted as being broken up in 1939 Date reported as broken up taken for date of loss.
TQ 76 NW 178	TQ 7143 6693 (point)	DAREN, ENGLISH SPRITSAIL BARGE. Registration No. LONDON 120640 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. DAREN was built at Rochester in 1905. She was owned successively by Keynes Daren Mills, General Lighterage and Tester. She is noted as a house barge in 1947 and then as being slowly buried. Date reported as a house barge taken for date of loss.
TQ 76 NW 179	TQ 7143 6693 (point)	DOROTHY, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 90980 Precise coordinates not available, last known

		location of vessel reported by Society for Sprintsail Barge Research. DOROTHY was built at Rochester in 1885. She was owned successively by Tuff, Hutson, and L.R.T.C.. She is noted as being a house barge at Cubitts Basin in 1964 and as a hulk in 1970. Date reported as a house barge taken as date of loss.
TQ 76 NW 180	TQ 7143 6693 (point)	PRIDE OF IPSWICH, ENGLISH SPRITSAIL BARGE. Registration No. IPSWICH 45810 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. PRIDE OF IPSWICH was built at Ipswich in 1864. She was owned successively by Hayward and Sully. She is noted as a house barge in the 1950s and then as a hulk. Date reported as a house barge taken for date of loss.
TQ 76 NW 181	TQ 7143 6693 (point)	BROOKWOOD, BARGE. Registration No. Unknown Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. BROOKWOOD was built by Harmsworth in 1933. She was owned by Harmsworth. She is then noted as a Basingstoke Canal Barge, and then as a house barge at Tilehurst Reading.
TQ 76 NW 182	TQ 7143 6693 (point)	QUEEN, ENGLISH SPRITSAIL BARGE. Registration No. COLCHESTER 117950 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. QUEEN was built at Sittingbourne by White in 1906. She was owned successively by Parry, Jarvis and the L.R.T.C in 1931. She is noted as being a motor barge in 1948 and as a house barge in 1964. Date reported as a house barge taken as date of loss.
TQ 76 NW 183	TQ 7143 6693 (point)	MAGNET, ENGLISH SPRITSAIL BARGE Registration No. FAVERSHAM 110942 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. MAGNET was built at Milton in 1899. She was owned successively by Heas and Cremer in 1925. She is noted as a barge yacht in 1948 and then as a house barge, and finally as broken up remains.
TQ 76 NW 184	TQ 7143 6693 (point)	THOMAS, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 76630 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. THOMAS was built at Charlton in 1877. She was owned successively by Goldsmith and Ephraim Dowsett. She is noted as being a barge yacht in 1935 and as being burnt.
TQ 76 NW 185	TQ 7143 6693 (point)	CURLEW, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 84395 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. CURLEW was built at Milton by C Shrubsall in 1881. She was owned successively by Martin and A.P.C.M. She is noted as a house barge at Temple Marsh (Strood Yacht Club) around 1965 and as being burnt in 1970. Date reported as a house barge taken as date of loss.
TQ 76 NW 186	TQ 7143 6693 (point)	DART, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 110957 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. DART was built at Faversham in 1899. She was owned successively by Hilton Anderson, A.P.C.M. in 1922, and Larraman. She is noted as a house barge in 1949 and as buried in 1980. Date reported a house barge taken as date of loss.
TQ 76 NW 187	TQ 7143 6693 (point)	EBENEZER, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 98814 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. EBENEZER was built at Sittingbourne in 1891. She was owned successively by Wills and Packham and T Schimdt. She is noted as being laid up from 1933 to 1940, a house barge in 1947, derelict in 1960 , then a hulk and buried around 1970. Date reported as laid up taken as date of loss.
TQ 76 NW 188	TQ 7143 6693 (point)	FALCONET, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 118221 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Sprintsail Barge Research. FALCONET was built at Strood in 1899. She was owned successively by

		Watson, Gowen, Howe and Francis & Gilders. She was sold in 1952 and is then noted as a house barge at Chertsey, then a hulk, and finally as being buried in a wharf in 1983.
TQ 76 NW 189	TQ 7143 6693 (point)	GLENCOE, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 118221 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. GLENCOE was built at Borstal by Little in 1905. She was owned successively by Little, Surridge and Cunis. She is noted as a house barge in 1957. Her cabin is said to be at the Maritime Museum (location not specified). Date reported as house barge taken as date of loss.
TQ 76 NW 190	TQ 7143 6693 (point)	M N, ENGLISH SPRITSAIL BARGE. Registration No. ROCHESTER 99921 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. M N was built at Rochester by Gill in 1893. She was owned successively by the Borstal Cement, Watson, and L.R.T.C. She was renamed Majorie in 1957, when she is noted as a house barge. She is noted as a motor barge in 1945. Date reported as a house barge taken as date of loss.
TQ 76 NW 191	TQ 7143 6693 (point)	SIR RICHARD, ENGLISH SPRITSAIL BARGE. Registration No. LONDON 112667 See also Temporary SMR Number (Kent) TQ 76 NW 13 - TQ 76 NW 24 Precise coordinates not available, last known location of vessel reported by Society for Spritsail Barge Research. SIR RICHARD was built at Gravesend by Glover in 1900. She was owned successively by Hayne, and L.R.T.C.. She is noted as a motor barge in 1950 and a house barge in 1961. Date reported as a house barge taken as date of loss.
TQ 76 NW 192	TQ 7143 6693 (point)	CLARA, BARGE. It was reported on 28 April 1891 that Clara, owned by Mr Charles Burley, sank in Wouldham Reach. A notice was served on the owner to raise her but the Harbour Master does not report her being lifted. Date of report taken for date of loss.
TQ 76 NW 194	TQ 7214 6679 (point)	ALAN, BRITISH BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1201 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 11: 0027 The most upstream of three barges on a wharf by the Medway Bridge. It appears to be decked with structure amidships. The Society for Spritsail Research record this as Alan built at Battersea in 1900. She was owned successively by Keep and L.R.T.C. She is noted as an auxiliary in 1947 and as a house barge in 1959. Although the Society for Spritsail Research have marked Alan on a plan of Medwat Bridge she is listed under West Hoo Creek.
TQ 76 NW 197	TQ 7157 6671 (point)	REMAINS OF UNIDENTIFIED CRAFT. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3927 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 A craft with sharp bows lying bow onto the marsh. In the 1967 survey, what is assumed to be the same vessel, is now lying in company with a second (TQ 7159 6694). Only one remains on the 1985 and 1990 surveys (KCC 1985 Line 12: 0191 and KCC 1990 Line 11: 0038). Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181)
TQ 76 NW 198	TQ 7160 6681 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3927 A barge lying parallel to the shore. It does not appear on later surveys. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181).
TQ 76 NW 199	TQ 7167 6686 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3927 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 A small, possibly double-ended barge lying on the foreshore, possibly in an area of vegetation. It shows as only an outline and may be deeply buried. The site can just be picked out on the 1967 survey but not on later surveys. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites.

TQ 76 NW 200	TQ 7159 6693 (point)	REMAINS OF UNIDENTIFIED CRAFT. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3927 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 0191 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1990 Line 11: 0038) A craft with sharp bows lying bow onto the marsh, in company with a craft seen on the 1961 survey.. Only one remains on the 1985 and 1990 surveys. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 201	TQ 7153 6675 (point)	REMAINS OF UNIDENTIFIED CRAFT. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 0191 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1990 Line 11: 0038 A vessel lying bows to shore in a berth at Cuxton Station. There is a large structure, square in plan, toward the stern which is wider than the sides of the vessel. In 1985 a structure forward is also visible. The vessel can also be seen in 1990. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 202	TQ 7155 6679 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 0191 This barge lies very close (within about 10m) of the shore path. It appears to be decked with small features at bow and stern. The photograph did not show whether these were openings in the deck or structures on it. The barge can be seen on the 1985 survey but by 1990 its position seems to be covered by a track used by cars (KCC 1990 Line 11: 0038). Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 203	TQ 7155 6671 (point)	REMAINS OF UNIDENTIFIED CRAFT. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 A vessel lying bows to shore at Cuxton Station. It can not be seen on later surveys. It appears to be decked but the features do not show clearly against the intertidal mud. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 204	TQ 7156 6688 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 0191 Cross Reference: Society for Spritsail Research records a number of vessels, especially house barge in this area. A barge with open hold which can only be seen on this survey. By 1990 (KCC 1990 Line 11: 0038) the area was covered by a track used by cars. Society for Spritsail Research records a number of vessels, especially house barges in this area, see (see NMR TQ 76 NW nos. 175 -181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 205	TQ 7157 6677 (point)	AREA OF POSSIBLE REMAINS OF UNIDENTIFIED CRAFT. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3927 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 191 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1990 Line 11: 038 Photographs show a continually changing situation in this area, with a variety of craft appearing and disappearing. Eight sites have been recorded from those which could be most easily distinguished from survey to survey. These were in the range of 20-40m. In addition there were many smaller craft, for which use/abandonment could not be determined. From 1961 to 1985 the consolidated shore appeared to advance. The 1990 survey clearly shows a dramatic extension with a track, used by cars, overlying the area from which sites have been

		recorded. This may have covered vessel remains. Society for Spritsail Research records a number of vessels, especially house barges in this area, (see NMR TQ 76 NW nos. 175 - 181). These could not, however, be directly linked to the sites on the aerial photographs.
TQ 76 NW 205	TQ 7181 6696 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3926 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 One of two barges lying end to end, and parallel to the shore by a small jetty. They ca just be picked out on the 1967 survey but appear almost lost in the mud. They cannot be seen on later surveys but another vessel lies in almost the same position.
TQ 76 NW 207	TQ 7182 6696 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1961 Line 9: 3926 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1967 Line 29: 1200 One of two barges lying end to end, and parallel to the shore by a small jetty. They ca just be picked out on the 1967 survey but appear almost lost in the mud. They cannot be seen on later surveys but another vessel lies in almost the same position.
TQ 76 NW 208	TQ 7183 6694 (point)	REMAINS OF UNIDENTIFIED BARGE. Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1985 Line 12: 0191 Method of Fix: Aerial Photograph Interpretation Photograph Number: KCC 1990 Line 11: 0038 A barge lying parallel to the shore with its eastern end near a small jetty. This seems to be a new barge and new jetty, replacing or lying over those seen in this position in 1961 and 1967. This vessel can also be seen in the 1990 survey
Undated		
TQ 76 NW 46	TQ 7050 6612 (point)	An inhumation burial was found during quarrying in 1907. The grave had been cut into the overlying scarp drift. The find was quite unique in that the body was covered by a layer of flints 12 to 18 inches thick. There were also a large number of shells found representing 31 species. At the time it was claimed that the burial dated to the Neolithic period however this is now thought to be uncertain.
TQ 76 NW 722	TQ 7120 6586 (point)	A silted ditch identified during a Historic Environment Assessment is thought to possibly have been a leat for a tidal mill at Starkeys
TQ 76 NW 755	Centred TQ 705 675	Chalk and flint pits near Cuxton, in addition to lynchets and additional possible chalk and flint pits slightly to the south.

APPENDIX 2 SPECIALIST REPORT

GEOARCHAEOLOGICAL ASSESMENT

By Dr Simon G. Lewis

1. Introduction

- 1.1 This report summarises findings of a geoarchaeological assessment on land adjacent to the White Hart PH, Cuxton, carried out during a site visit on 6th November 2012.
- 1.2 The site is on sloping ground that has been modified and landscaped. The slope of the ground is to the north, towards the floodplain of the River Medway. The site is laid to grass with trees along the southern boundary. The ground surface is between approximately 5-12m OD. To the south the ground continues to rise and the A228 Rochester Road runs up the hill, past the important Palaeolithic locality at Cuxton, including the scheduled monument and the site of recent field work, undertaken as part of the Medway Valley Palaeolithic Project, at no. 21 Rochester Road (Wenban-Smith, 2004).
- 1.3 The main objectives of this assessment were to determine the nature of the sediments at the site and to establish their relationship with the terrace deposits of the River Medway at Cuxton from which the important assemblage of Palaeolithic handaxes has been recovered.

2. Results

- 2.1 A c. 20m trial trench was dug W-E across the site, using a mechanical excavator, to remove the thin topsoil layer and to expose the underlying geology. The setting out of the trench and the removal of topsoil were carried out by Archaeological Solutions personnel. The locations of the trench and test pits were recorded by Archaeological Solutions personnel and levels of the ground surface at each end of the trench were established by levelling onto a previously surveyed point on the site. The test pits were also located (± 5 m) using hand-held GPS.

- 2.2 Test pits (TP1 and 2) were dug with a mechanical excavator at each end of the archaeological assessment trench. The results are shown in Figure 1 and summarised below.

Test Pit 1

Surface height = 10.7m OD

0 - 0.3m

Top soil

0.3 - 0.8m+

Chalk, white, rubbly weathered, becoming more solid with depth.

Test Pit 2

Surface height = 9.5m OD

0.0 - 0.3m

Top Soil

0.3 - 2.2m

Stony silty clay;

Uniformly dark yellowish brown (10YR 4/4) massive, structureless, flint clasts and occasional chalk clasts. Two oyster-like shell fragments at c. 0.8m, charred wood and possible brick fragments. A single, small, undiagnostic struck flake was found in the upper part.

Becoming more compact and stony at 1.5m (below this point the trench was excavated with a narrow pipe-trenching bucket).

2.2 - 2.4m+

Chalk, rubbly

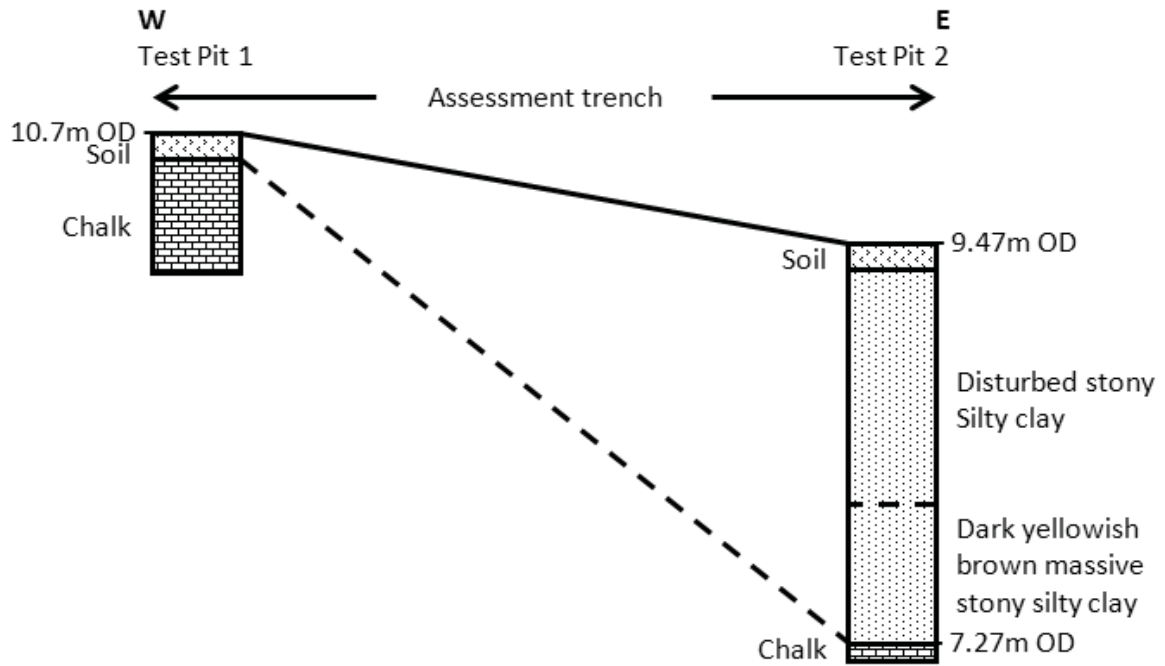


Figure 1. Logs of Test pits at the White Hart PH, Cuxton.

- 2.2 TP 1 proved Cretaceous Chalk immediately below the top soil (Figure 2). The Chalk is rubbly and weathered at the surface, but became more solid with depth. TP 2 exposed a dark yellowish brown stony silty clay overlying Chalk (Figure 3). The absence of any bedding, sorting or sedimentary structures indicative of fluvial deposition suggests that this is a slope deposit.
- 2.3 The findings from the test pits are consistent with the BGS mapping at the site. Head is mapped at the surface at this point. The term 'head' refers to slope deposits, usually thought to be formed under cold climate conditions when mass movement is enhanced by active layer processes in a periglacial environment. However some of the material at the site may be been disturbed or redeposited much more recently.
- 2.4 The relationship of the deposits at assessment site to the river terrace deposits and the Palaeolithic site can now be considered. The site is located on the lower part of the slope that runs down to the floodplain of the River Medway and is several metres lower than the terrace deposits (Figures 4 and 5). In addition, the mapped outcrop of the terrace deposits does not extend as far as the White Hart and Chalk is mapped at the surface between the terrace outcrop and the head deposits (Figure 5).

- 2.5 The head deposits in TP 2, occur between 9.47m and 7.27m OD and the Chalk surface lies between 10.5 and 7.27m OD (Figure 1). This can be compared with the information from work undertaken at the Palaeolithic site at Cuxton by the Medway Valley Palaeolithic Project (Wenban-Smith, 2009). Two test pits were dug into the terrace deposits, these proved up to 2m of terrace deposits overlying Chalk at 16.2-16.7m OD. (Wenban-Smith, 2009). Earlier work slightly down the slope also recorded terrace deposits above a Chalk surface at c. 14m OD (Cruse, 1987).



Figure 2 (above). Test Pit 1.

Figure 3 (right). Test Pit 2. Depth to Chalk surface 2.2m.





Figure 4. View northwards along A228 from road side at no. 21 Rochester Road (location of CXTN4-05 Test Pit 2, from which Palaeolithic handaxes were recovered). Note slope of ground down towards the White Hart.

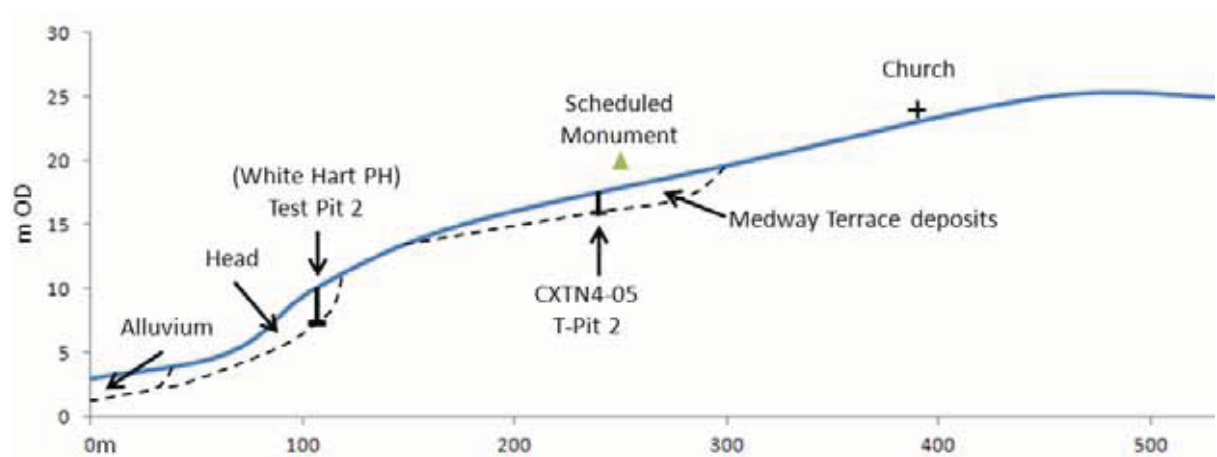


Figure 5. Section along the A228 Rochester Road from its junction with Bush Road (TQ 7116 6674; 0m on horizontal axis) to c. TQ707662. Location of TP2 from the present investigation, CXTN4-05 T-Pit 2 from the MVPP (Wenban-Smith, 2009) and location of scheduled monument from OS map information. Distribution of terrace deposits, head and alluvium from BGS information.

2.6 The geomorphology of the site, the nature of the sediments exposed and the spatial and altitudinal relationships with the terrace deposits

indicate that the sediments at the White Hart are unrelated to the terrace deposits. They are consistent with formation as slope deposits, as mapped by the BGS.

3. Conclusions

- 3.1 The geoarchaeological investigations at the White Hart, Cuxton indicate that, where present, the Pleistocene sediments at the site are slope deposits (head). Chalk is also at the surface. The slope deposits are unrelated to the river terrace sediment in which the Palaeolithic handaxes have been found.
- 3.2 The geoarchaeological potential of the deposits under investigation at the White Hart is therefore considered to be very low.

References

- Cruse, R.J. 1987. Further investigation of the Acheulian site at Cuxton. *Archaeologia Cantiana* 104, 39-81.
- Wenban-Smith, F.F. 2004. Handaxe typology and Lower Palaeolithic cultural development: flicrons, cleavers and two giant handaxes from Cuxton. *Lithics* 25, 11-21.
- Wenban-Smith, F.F. 2009. Medway Valley Palaeolithic Project. http://archaeologydataservice.ac.uk/archives/view/medway_eh_2009/ [accessed 7th November 2012].

PHOTOGRAPHIC INDEX



DP 1. Trench 1. Looking south-east.



DP 2. Trench 1. Looking north-west.



DP 3. Trench 1. Looking east-south-east.



DP 4. Trench 1, west end. Sample section 1A. Looking south-south-west.



DP 5. Trench 1, east end. Sample section 1B. Looking south-south-west.



DP 6. Trench 1, east end. Test Pit 1. Looking south-west.



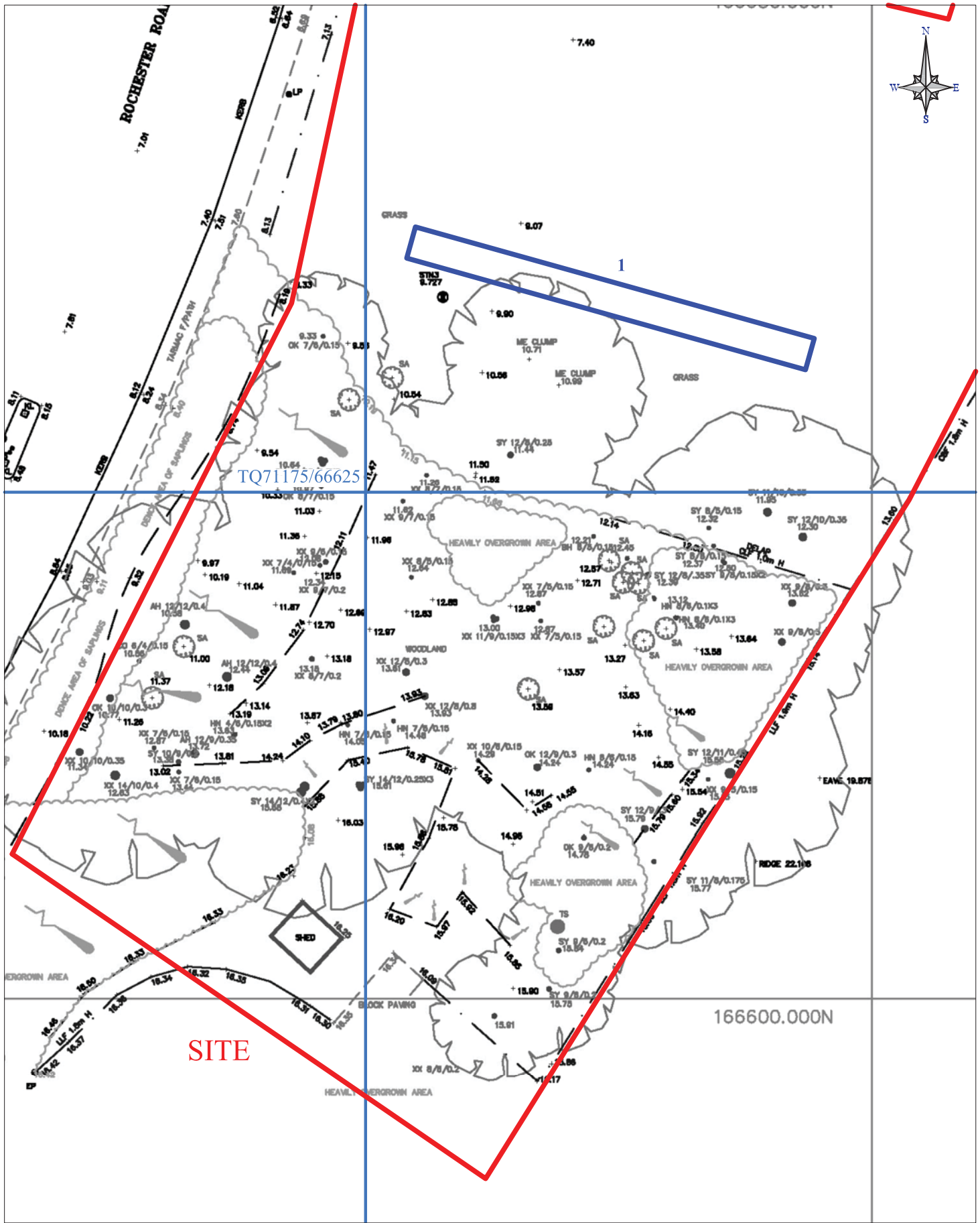
DP 7. Trench 1, west end. Test Pit 2.
Looking north-west.



DP 8. Trench 1, west end. Test Pit 2, north
section. Looking north-north-east.



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Fig. 1 Site location plan
 Scale 1:25,000 at A4



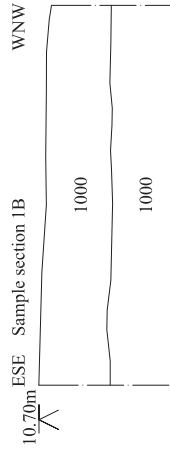
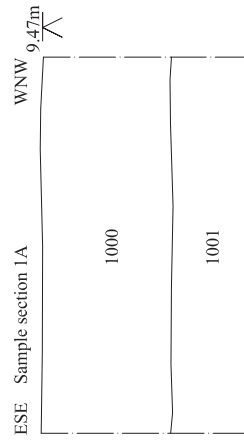
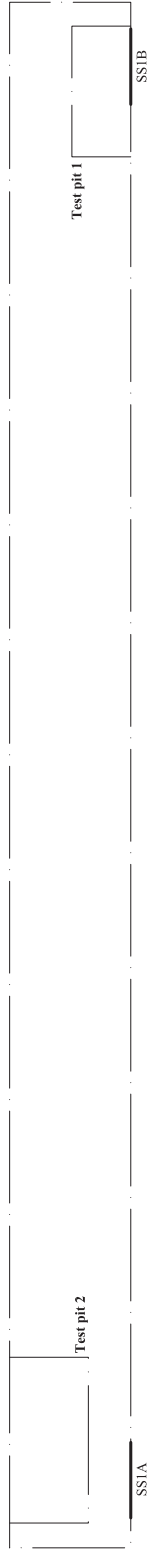
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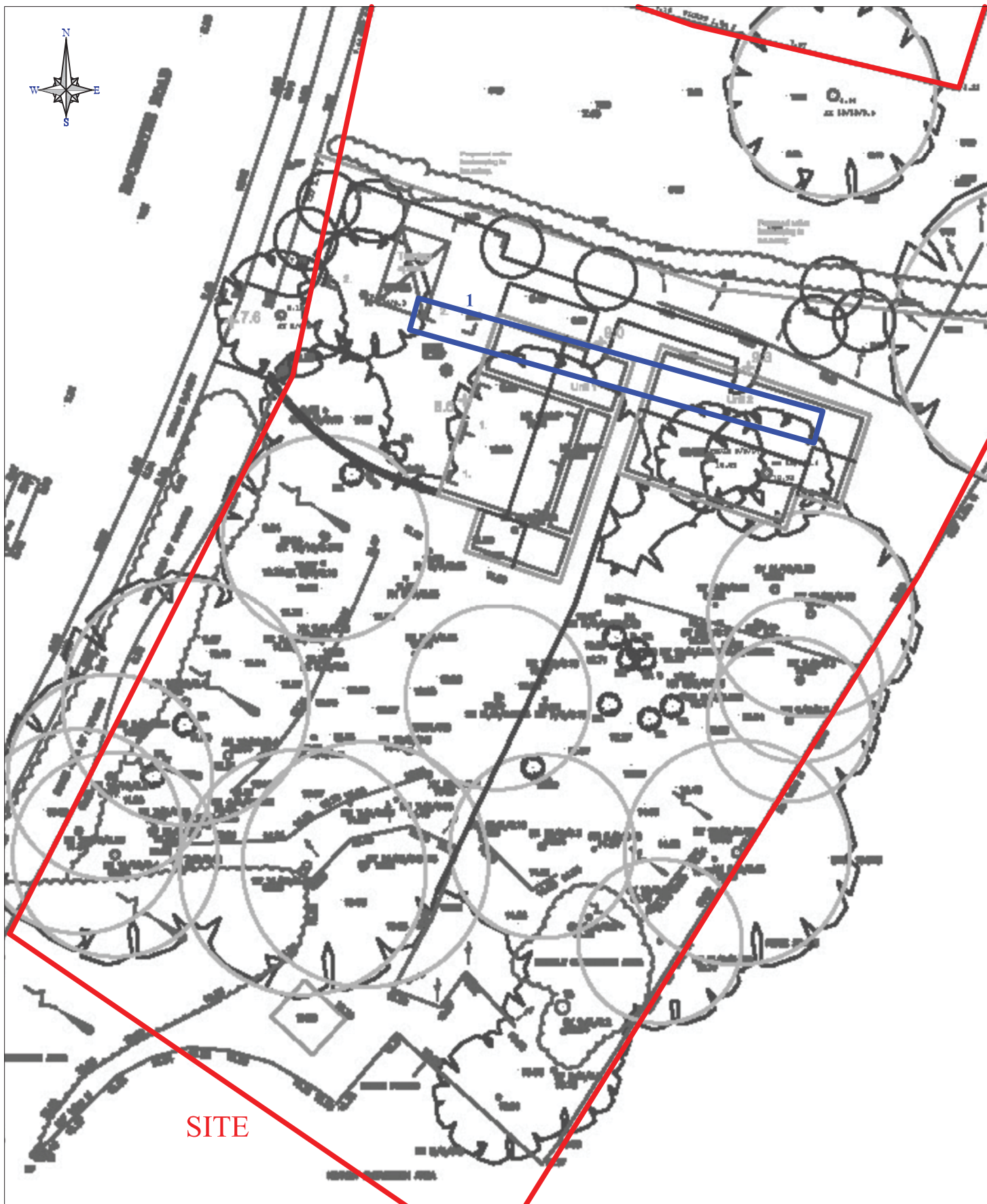
Fig. 2 Detailed site location plan

Scale 1:250 at A4



Trench 1





0 15m

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Fig. 4 Proposed development plan
 Scale 1:250 at A4